15 October 2013

CO_2 emission target delay – putting profits before consumer benefit

A deal between EU countries, the European Parliament (EP) and Commission setting CO_2 emission targets for new cars by 2020 was yesterday scuppered at the last minute by a small number of car-producing countries. National Governments have asked the Lithuanian Presidency to renegotiate with the EP the June agreement.

Monique Goyens, Director General of BEUC, The European Consumer Organisation commented:

"It is a huge disappointment that the questionable tactics of the German government are paying off. An adoption of CO2 emissions rules is now really at risk before the mandate of the European Parliament ends in May 2014. This would prevent consumers benefitting from annual fuel savings of €350 or more by the year 2020.

"The European Parliament needs to stay firm and prevent a watering down of the deal. Also, they must insist on maintaining the demand for a 2025 target of 68-78g CO2/km.

"Consumers are clearly losing here but it's not even the economically wise thing to oppose emission targets. Recent studies on the impact on employment demonstrated that emissions targets would actually create millions of jobs by 2030 for highly-skilled technicians and by shifting spending away from importing fossil fuels and back towards other areas of the European economy.[1]"

ENDS

[1] See research undertaken by Cambridge Econometrics, in collaboration with Ricardo-AEA, Element Energy and others to assess the economic impact of decarbonising cars and vans. The project was commissioned by the European Climate Foundation: http://www.europeanclimate.org/index.php/en/news/116-fuelling-europe-s-future

Bureau Européen des Unions de Consommateurs AISBL | Der Europäische Verbraucherverband
Rue d'Arlon 80, B-1040 Brussels • Tel. +32 (0)2 789 24 01 •
press@beuc.eu • www.beuc.eu • www.twitter.com/beuctweet
TVA: BE 0422 071 051 • EC register for interest representatives: identification number 9505781573-45